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SECURITY INFORMATION

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DATE DISTR. 31 July 53

NO. OF PAGES 2

COUNTRY Czechoslovakia

SUBJECT Poprad-Tatry Airfield

PLACE
ACQUIRED

50X1

NO. OF ENCLS. 2
(LISTED BELOW)DATE
ACQUIRED BY SOURCESUPPLEMENT TO
REPORT NO.

DATE OF INFORMATION

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THIS IS UNEVALUATED INFORMATION

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1. The Poprad-Tatry Airfield, sometimes known as the Tatry Airfield, was located two kilometers west of the village of Velka [4904N-2017E] and four to five kilometers northwest by west of Poprad [4903N-2018E] [Enclosure A.]. It was used both by Czechoslovak Airlines (CSA) and by the military. The field was in a valley about 709 m. above sea level. Its shape was almost rectangular but somewhat irregular, its approximate dimensions being 1,200 m. east-west by 600 m. north-south. The surface was grass and was level and well-kept, and there was a grass runway [Enclosure B, Point #1]. Two concrete aprons [Enclosure B, Points 8 and 11] were built in 1951. There were fields on the north, south, and east sides of the airfield. Obstructions were the Vysoke Tatry Mountains, 2,660 m. high, which were 15 km. north of the field, and another mountain range, 1,000 m. high, 8 km. south of the field. The air-50X1 field used the new Soviet double-landing system [50X1]

2. An elementary flying school was located at the airfield. [] classes of 30 to 40 student pilots receiving instructions in landings and take-offs. They flew C-106 type aircraft. An ambulance and fire-crash wagon were parked on the field during flying training periods. Some pilots, mechanics, and radio operators were stationed at the field to fly three or four Siebels as target planes for antiaircraft artillery practice. They were billeted in the barracks [Enclosure B, Point 5].

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- 50X1 3. There were two hangars [Enclosure B, Points 9 and 10] which were used by the military for housing 15 C-106's and for the performance of minor aircraft maintenance. These were the only repair facilities there. The CSA had no hangars at the field, and its planes were parked outside. A Lorenz transmitter station [Enclosure B, Point 2] was built in the winter of [redacted]. The transmitter beam was set for approaches on 86 degrees and 266 degrees, but as 50X1 of [redacted] the Lorenz set at this station was not yet operating officially, as the testing of it was not yet completed. A goniometer station [Enclosure B, Point 3] gave true bearings to pilots on request and was used for let downs and fixes. The administration building [Enclosure B, Point 7] was used both by the CSA and by the military.
- 50X1 4. Fuel trucks transported fuel onto the field ([redacted] where the fuel came from) and refueled CSA and military aircraft by hand-operated pumps.
5. CSA guards, armed with pistols and wearing black uniforms, guarded the civilian section of the field, particularly the administration building and the aircraft parked outside it. The military installations were guarded by military guards who were armed with submachine guns and wore dark blue uniforms.
- 50X1 6. In winter, there were strong winds and heavy snowfalls at the field; the snow was not cleared from the field, but was allowed to melt or be blown away by the wind. Winter flying was restricted to heavier aircraft there during the [redacted]

ENCLOSURES:

- 50X1 A. Overlay of GSGS 4416, Sheet V-14, 1:100,000, Brezno Nad Hronom, pinpoint location of Poprad-Tatry Airfield.
- B. [redacted] sketch of Poprad-Tatry Airfield.

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